

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2013–14

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) BILL

PETITION

Against – the Bill – Praying to be heard By Counsel, &c.

To the Honourable the Commons of the United Kingdom of Great Britain and Northern Ireland in Parliament assembled.

THE HUMBLE PETITION Jean Timms

SHEWETH as follows:-

- 1 A Bill (hereinafter called “the Bill”) has been introduced and is now pending in your honourable House intituled “A Bill to make provision for a railway between Euston in London and a junction with the West Coast Main Line at Handsacre in Staffordshire, with a spur from Old Oak Common in the London Borough of Hammersmith and Fulham to a junction with the Channel Tunnel Rail Link at York Way in the London Borough of Islington and a spur from Water Orton in Warwickshire to Curzon Street in Birmingham; and for connected purposes.”
- 2 The Bill is presented by Mr Secretary McLoughlin, supported by The Prime Minister, The Deputy Prime Minister, Mr Chancellor of the Exchequer, Secretary Theresa May, Secretary Vince Cable, Secretary Iain Duncan Smith, Secretary Eric Pickles, Secretary Owen Paterson, Secretary Edward Davey, and Mr Robert Goodwill.
- 3 Clauses 1 to 36 set out the Bill’s objectives in relation to the construction and operation of the railway mentioned in paragraph 1 above. They include provision for the construction of works, highways and road traffic matters, the compulsory acquisition of land and other provisions relating to the use of land, planning permission, heritage issues, trees and noise. They include clauses which would disapply and modify various enactments relating to special categories of land including burial grounds, consecrated land, commons and open spaces, and other matters, including overhead lines, water, building regulations and party walls, street works and the use of lorries.
- 4 Clauses 37 to 42 of the Bill deal with the regulatory regime for the railway.
- 5 Clauses 43 to 65 of the Bill set out a number of miscellaneous and general provisions, including provision for the appointment of a nominated undertaker (“the Nominated Undertaker”) to exercise the

powers under the Bill, transfer schemes, provisions relating to statutory undertakers and the Crown, provision about the compulsory acquisition of land for regeneration, reinstatement works and provision about further high speed railway works. Provision is also made about the application of Environmental Impact Assessment Regulations.

- 6 The works proposed to be authorised by the Bill ("Phase One of HS2") are specified in clauses 1 and 2 of and Schedules 1 and 2 to the Bill. They consist of scheduled works, which are described in Schedule 1 to the Bill and other works, which are described in clause 2 of and Schedules 2 and 3 to the Bill.
- 7 Your Petitioner is the freehold, owner, occupier of 45 Hillside, Harefield, Middlesex, UB9 6AU. Your petitioner's property was purchased in 1976 intending it to be their permanent home; therefore your petitioner has invested much time and money making necessary structural and aesthetic improvements. Your petitioner purchased this property for local amenities and ease of access to surrounding countryside. Your petitioner's property is in close proximity to several construction sites proposed to be used under the Bill, to Moorhall Road and Harvil Road proposed as routes for construction traffic for these sites and land safe guarded for sustainable placement of spoil. Therefore your petitioner's property will be subject to intolerable noise, dust and vibration for at least seven years during the construction period and will have restricted access to their property. Your petitioner's property is adjacent to land proposed for the construction of a National Grid Feeder Station; this will be approximately 350 metres from your petitioner's property and will be clearly visible from your petitioner's home. This land is proposed for the 'temporary' realignment of national grid electricity pylons for an indefinite period; they will be placed close to your petitioner's property. Your petitioner will be subject to permanently spoiled views and permanent increase in noise levels and during construction subject to intolerable levels of noise, dust and vibration. Your petitioner's property is situated 600m from the centre of the line proposed to be constructed on a viaduct. During construction your petitioner will suffer intolerable noise, dirt and dust. There after spoiled views, increased noise levels and no longer access or use of bridleways enjoyed for walks with the family.
- 8 Your petitioners' property rights, interests and property are injuriously and prejudicially affected by the provisions of the Bill if passed into law in their present form and they accordingly object to the Bill for the following reasons, amongst others, hereinafter appearing.
- 9 Your petitioner opposes the Bill in principle. Whilst your petitioner acknowledges that the principle of the Bill is established at second reading, your petitioner views on the subject are so strong, they must be recorded in this petition.
- 10 Your petitioner objects in principle because of the following reasons.

Your petitioner is seriously concerned over the business case of HS2, particularly the fact that it represents poor value for money to the tax payer the majority who will not benefit from HS2. Your petitioner supports the alternative solution to HS2 produced by 51m, this represents a far better business case including lower initial costs and a much greater Benefit Cost Ratio, as reported by WS Atkins for the Department of Transport. Your petitioner objects to the loss of local business and amenities that will be caused by HS2.

Construction Traffic and Sites

- 11 Your petitioner's property is situated between two streets, The Furrows leading onto Harvil Road and Dellside leading onto Moorhall Road. Moorhall Road and Harvil Road are the only roads that give your petitioner access in and out of Harefield and the only roads that allow access to the South of the Borough. Your petitioner is concerned about the adverse impact construction traffic will have on their accessibility to everyday and essential services. Your petitioner uses Harvil Road to commute by car and frequently by bus to access services offered in Uxbridge, Hillingdon Hospital and other surrounding areas. Construction traffic will result in considerable delays and cost affecting your petitioner's access to essential services.
- 12 Two construction sites are proposed along Moorhall Road and the construction of the proposed viaduct across this road. Your petitioner uses Moorhall Road by car on a regular basis to access the M25, M40 and M4, and foot to access local shops and for leisure purposes to access the Grand Union Canal Tow path. Your petitioner is concerned that access in and out of their property will be severely and adversely impacted by the volume of heavy goods vehicles due to the presence of the construction sites and their presence could increase the risk of road traffic accidents causing further misery.
- 13 Your petitioner regularly use the U9 and 331 London Bus services and on occasions to get to Harefield and Mount Vernon Hospital respectively. Part of the U9 route is along Harvil Road and the 331 along Moorhall Road. Your petitioner is concerned that if this facility will be withdrawn or disrupted for a number of years due to the delays that will be caused by construction traffic. There are no other alternative transport links for your petitioner to travel to either hospital.
- 14 Your petitioner respectfully submits that if a tunnel were constructed in this area, the construction sites would not be necessary and therefore construction traffic will be reduced, alleviating the above concerns and

the related knock on affects to surrounding areas. If your Honourable House decide against a tunnel, your petitioner submits that only one of the roads be used for construction traffic at one time and this should be monitored for compliance.

National Grid realignment

- 15 Your petitioner is concerned about the realignment of the National Grid bringing electricity pylons closer to your petitioner's home for the purpose of constructing the HS2 viaduct. HS2 Ltd have not consulted or made it clear to your petitioner when this work will start; only that it will need to commence prior to the 2017 start date. HS2 Ltd have not indicated in any public document how close to your petitioner's home the electric pylons will be placed and neither has it consulted with your petitioner. HS2 Ltd have not made any reference to how temporary this arrangement will be. Your petitioners are concerned about an increase in noise and dirt when this work starts and an increase in noise once in place.
- 16 From your petitioner's property, your petitioner enjoys views of green fields and two copses which will be spoilt prior to and during construction phase. The National Grid will be clearly visible from your petitioner's home. This will have a significant negative impact on the view enjoyed by your petitioner.
- 17 Your petitioner respectfully submits that a tunnel in place of a viaduct would prevent the need to realign to the National Grid. If your Honourable House decides a tunnel should not be an option then your petitioner would request your honourable House to require the Nominated Undertaker to realign the National Grid away from your petitioner's home and this residential area. In order to minimise the impact of the proposal, your petitioner requests that prior to construction, your petitioner and other local residents particularly from Hillside, should be consulted meaningfully and have access to detailed plans outlining when the grid will be moved and the exact positioning of it and the reasons why this is the preferred position. It should be placed and screened as sympathetically as possible to cause minimum disruption to your petitioner, other residents and be sympathetic to the local environment.

Structural design – National Grid Feeder Station

- 18 Your petitioner is concerned about the proposal to construct a permanent National Grid Feeder Station and access road on land adjacent to their property. Your petitioner is concerned about the design and height of the National Grid Feeder Station which is outlined in London – West Midlands Environmental Statement Volume 2 / Map Books CFA7 / Colne Valley.

The height or design of the construction has not been released by HS2 Ltd within the public domain. Your petitioner is concerned this structure will be clearly visible from your petitioner's home, and surrounding footpaths used by your petitioner, and that it will be unsympathetic towards the surrounding environment. This will have a significant negative impact on the landscape, and ruin the natural beauty of the local environment. Your petitioner is concerned about the noise and dirt pollution during construction and noise pollution thereafter.

- 19 Your petitioner would request your honourable House to require the Nominated Undertaker to construct much further distance away from this residential area and your petitioner's home and sympathetic screening, mainly trees, are planted around it to minimise the adverse visual impact and in keeping with the local surroundings. If your Honourable House decides this is not an option, then your petitioner would request that consideration be given that, in order to minimise the impact of the proposal on your petitioner's and other local residents, particularly from Hillside, prior to construction they should be consulted meaningfully on the detailed drawings and plans for the National Grid Feeder Station. It should be designed sympathetically to fit in with the surrounding environment, and be maintained to a high standard. Visual screening should be put in place, and this should also be maintained to a high standard, in order to minimise the noise and air pollution generated by it.

Viaduct

- 20 The proposed line is planned to pass your petitioner's property on a viaduct approximately 940m in the field adjacent to your petitioner's property and approximately 600m at its closest on route to Moorhall Road.
- 21 The journey of the proposed line will continue over the Grand Union Canal and Moorhall Road in the form of an arc. This arc is in close proximity to your petitioner's property, where it will be 7 metres high with an estimated 36 trains every hour travelling up to speeds of 320km per hour over large bodies of water. Your petitioner is concerned about the noise pollution that will surround her will be heightened due to the trains travelling over the water. Your petitioner believes that the promoters of the Bill have not properly considered this factor when estimating noise impacts. It is proposed that there will be a 1.5 metre high sound barrier on each side of the viaduct where it crosses the Grand Union Canal. It is proposed that a 4 metre sound barrier will be placed on the far side as the viaduct crosses Moorhall Road. Your petitioner is concerned that this will generate even more noise pollution in relation to their property.

- 22 Your petitioner regularly walks across the land adjacent to their property where the proposed viaduct will be built. Your petitioner regularly drives along Moorhall Road. The viaduct will pass directly overhead at a height of 15 metres carrying up to 36 trains per hour. The promoters have not indicated the decibel level of the trains in this circumstance. The ES accompanying the Bill suggests 90 Db. at 25 metres. Your petitioner believe the noise level of passing overhead trains could be damaging to health and hearing, making Moorhall Road and the Grand Union Canal Towpath unusable on foot.
- 23 The proposed Colne Valley viaduct that will be clearly visible from your petitioner's property and a part of a bridle path that is not subject to closure. This will spoil the tranquil views and peaceful walks your petitioner enjoys from her property.
- 24 Your petitioner respectfully submits that a tunnel in place of a viaduct would be sympathetic to the surrounding environment, remove the health implications associated with dangerous noise levels, and prevent closure of public rights of way and bridleways. If your Honourable House decides a tunnel is not an option the viaduct should be designed and constructed sympathetically and maintained visually to a very high standard i.e. by regularly funding removal of graffiti . The speed of the trains travelling across the viaduct should be reduced to a speed that does not generate a dangerous decibel. The frequency of the trains should be reduced to allow pedestrians to pass through between intervals when noise pollution is not at its worst.
- 25 The land adjacent to your petitioner's property where the proposed Colne Valley viaduct is to be constructed along with a National Grid Feeder Station is a migratory path for thousands of Canadian geese, landing here every year. Your petitioner enjoys this spectacle and fears the viaduct and National Grid Feeder Station will cause harm and distress to these birds along with local wildlife that will be affected by the clearing of land.
- 26 Your petitioner request a tunnel in place of a viaduct.

Sustainable Placement

- 27 Your petitioner lives in close proximity to Park Lodge Farm on Harvil Road and its surrounding countryside and woodland. This land has been safe guarded for the sustainable placement of spoil from tunnelling. Your petitioner is concerned because the safeguarded area is as large as the area of Harefield. Your petitioner is concerned that the volume of HGV

traffic will be further increased when the disproportionate amount of spoil is transported to Harefield, causing further traffic congestion and more air and noise pollution. The height it is proposed to dump the spoil, at 3 meters is a cause for concern regarding the risk of flooding close to your petitioner's property in an area that is already considered a flood plain. Your petitioner is concerned this area will not recover from the dumping of spoil and that it may be contaminated with toxins.

- 28 Your petitioner requests your honourable House to require the Promoter of the Bill reconsiders and gives more thought to its decision as to where to dump the spoil. The spoil could be transported by rail and placed in an area where it would cause no adverse effect. This would also alleviate the heightened traffic, noise and dust pollution.

Air pollution

- 29 Your petitioners enjoys a healthy active life style by walking daily, using the surrounding open green space, public footpaths, bridleways and woodland. Your petitioner is concerned that the air pollution generated during the construction period of at least seven years, further aggravated by the disproportionate and large amount of construction proposed for such a small area, will increase your petitioner's risk of ill health and also many other residents in Harefield.
- 30 Your petitioner request your Honourable House to require the Promoter of the Bill and the Nominated Undertaker to consider a tunnel instead of a viaduct to reduce the amount of air pollution caused by construction.

Flooding

- 31 In early 2014 your petitioner witnessed flooding in Moorhall Road. One proposed construction site will be on land that serves as flood water storage for Moorhall Road and surrounding properties when the River Colne and surrounding lakes flood. Moorhall Road was closed for approximately one week. Your petitioner is concerned that there will be a further risk of flooding with the loss of this flood water storage area. Your petitioner is concerned that flooding will cause further traffic congestion and a risk of heightened flooding in close proximity to their property.
- 32 Your petitioner respectfully suggests that a tunnel instead of the proposed viaduct would take away this risk. If your Honourable House decides that a tunnel is not an option the Promoter of the Bill should be required to consider this risk and make a more informed decision with regard to how many construction sites should be sited in a relatively small

area within a high risk flood area. The promoters should be required to consider placing one larger construction site in an area where there are no such risks.

Crime and Cost of Policing

- 33 Your petitioner is concerned the construction of the viaduct from the start will result in the rise of crime in Harefield, and the neighbouring Colne Valley area. Your petitioner is gravely concerned about the impact of the proposed residential construction site based on the A412 along with six other non-residential construction sites proposed for the local area. The residential site will result in an increase of at least 200 workers, likely to be mostly transient workers. The construction work is likely to attract hostility, increasing the risk of public order type offences committed by protestors venting their frustration. These crimes are likely to occur in the vicinity of the residential site and in and around Harefield Village and workers themselves may become targets of hostility when they choose or need to use local amenities. HS2 Ltd only briefly mentioned, when questioned at a community forum, that it would provide a security guard to ensure construction workers behaved reasonably and were law abiding. Your petitioner is concerned a security guard will not have sufficient power or resilience to be effective and will be at risk. The non-residential sites housing expensive machinery will be vulnerable targets for theft and criminal damage type offences. Your petitioner is concerned because historically, major construction works, particularly where areas of natural beauty are threatened, have seen protestors come from outside to support local opposition. Construction work in Harefield and the Colne Valley is likely to start earlier than 2017 and will experience the loss and destruction of beautiful natural habitat. Your petitioner is concerned this area will attract much media attention and draw in protestors. Your petitioner is also concerned that they will be directly affected by this potential threat of crime and violence due to their property being in such close proximity to the construction site.
- 34 Harefield Village has one designated Police officer and one Police Community Support Officer. These officers are based at Ruislip, approximately four miles away. The PCSOs' current form of transport to Harefield is on public transport. Your petitioner is concerned that the very long delays caused by construction traffic on roads leading to Harefield from Ruislip and a rise in crime will result in totally inadequate policing in the area, placing residents, their property and construction workers at an unacceptable risk. Your petitioner is very concerned about the increase in cost that will be involved to provide necessary and acceptable law and order enforcement. Your petitioner is also concerned that HS2 Ltd has failed to recognise or chosen to ignore the issue of policing and cost, evidenced by reports from previous major infra-structure projects. Your petitioners base their concerns on the following information published in

Wikipedia regarding the M11 link road. "The road was eventually built as planned, and opened to traffic in 1999, but the increased costs involved in management and policing of protesters raised the profile of such campaigns in the United Kingdom, and contributed to several road schemes being cancelled or reviewed later on in the decade. Those involved in the protest moved on to oppose other schemes in the country, while opinions of the road as built have since been mixed. By 2014, the road had become the ninth most congested in the entire country."

- 35 Your petitioner respectfully submits that the construction of a tunnel in place of the viaduct would avoid increasing crime risk in Harefield and the Colne Valley area as damage to the country side will be minimised, therefore attracting less media attention and less threat from protestors. Your petitioner requests that your Honourable House require the Promoter of the Bill and the Nominated Undertaker to construct a tunnel which would be the cheaper and less disruptive option to the benefit of all involved or affected.
- 36 If your Honourable House decides this is not an option for Harefield Village, your petitioner would request your honourable House to require that sufficient policing based in the locality is provided to protect all involved from the risk of crime.
- 37 There are other clauses and provisions of the Bill which, if passed into law as they now stand will prejudicially affect your Petitioners and their rights, interests and property and for which no adequate provision is made to protect your Petitioners.

YOUR PETITIONERS therefore humbly pray your Honourable House that the Bill may not be allowed to pass into law as it now stands and that they may be heard by their Counsel, Agents and witnesses in support of the allegations of this Petition against so much of the Bill as affects the property, rights and interests of your Petitioners and in support of such other clauses and provisions as may be necessary or expedient for their protection, or that such other relief may be given to your Petitioner in the premises as your Honourable House shall deem meet.

AND your Petitioners will ever pray, &cc.

A handwritten signature and initials, possibly 'V C', are written in dark ink. The signature is somewhat cursive and appears to be written over a faint, rectangular stamp or box.

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HIGH SPEED RAIL (LONDON - WEST MIDLANDS) BILL
PETITION OF Jean Timms

Against the Bill - On Merits - By Counsel &c

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